


DRILL HOLES

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BORDER REV. DATE: 11/27/2007

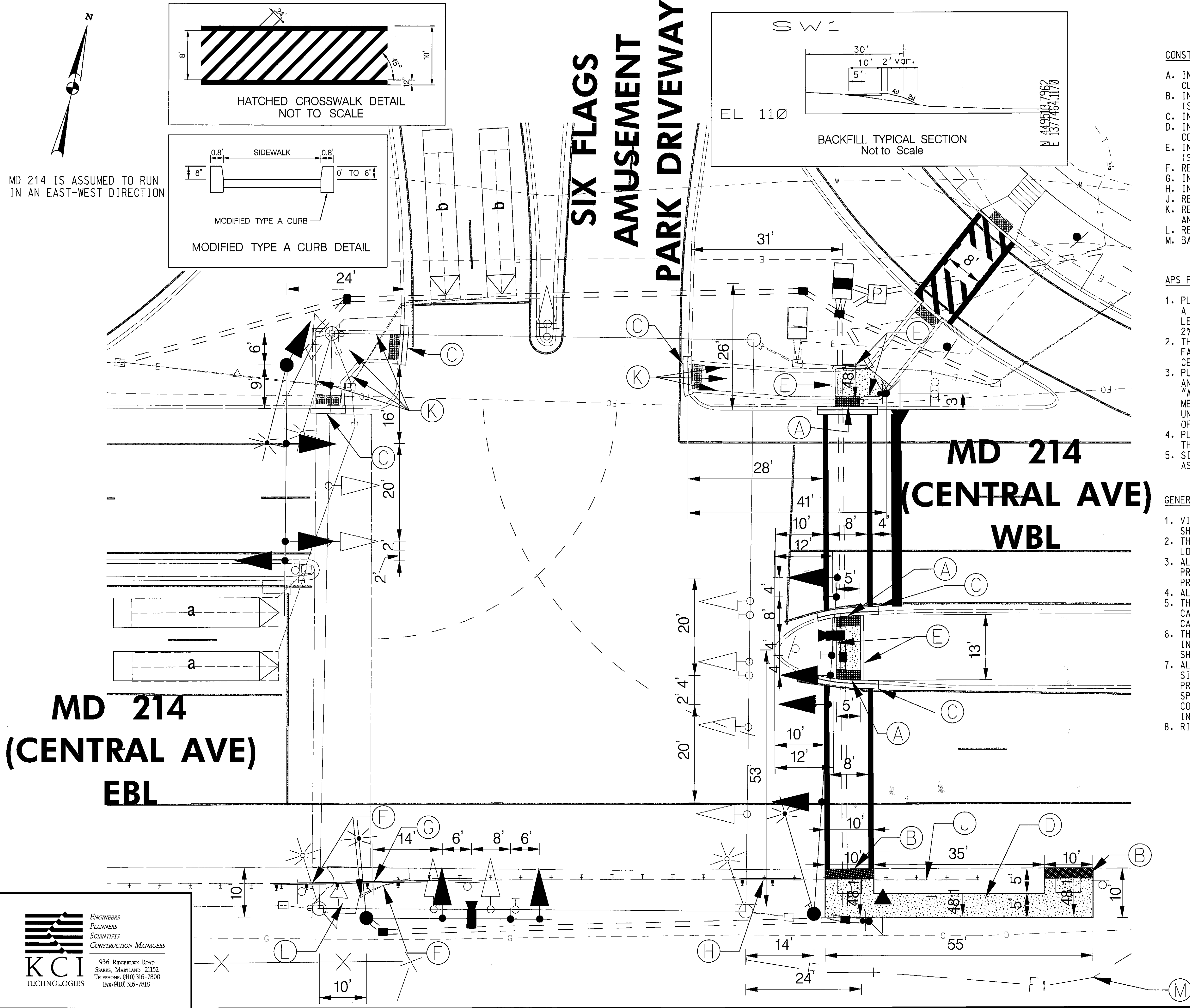
BY: John Borkowski Division: P068 Highway Traff GMA Emp



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CONSTRUCTION DETAILS:


- INSTALL CUT-THROUGH ISLAND OPENING WITH MODIFIED TYPE A CURB (STANDARD NO. MD 655.21 (MOD.)).
- INSTALL NEW SIDEWALK AND DETECTABLE WARNING SURFACE. (STANDARD NO. MD 655.40).
- INSTALL STANDARD TYPE A CURB AND GUTTER.
- INSTALL NEW 5 INCH CONCRETE SIDEWALK. BACKFILL SLOPE WITH COMMON BORROW TO ESTABLISH 4:1 SLOPE BEHIND SIDEWALK.
- INSTALL MODIFIED TYPE A CURB (0 TO 8 INCH HEIGHT). (SEE DETAIL)
- REMOVE EXISTING W-BEAM END TREATMENT.
- INSTALL NEW W-BEAM SECTION WITH 6-FOOT POSTS.
- INSTALL NEW TYPE K W-BEAM END TREATMENT.
- REMOVE EXISTING W-BEAM.
- REMOVE EXISTING SIDEWALK, DETECTABLE WARNING SURFACES AND BACK CURBS. INSTALL BACKFILL.
- REMOVE EXISTING SIDEWALK.
- BACKFILL SLOPE AS SHOWN IN TYPICAL SECTION.

APS PUSHBUTTON NOTES:

- PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18" FROM A 60"x60" LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
- THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.
- PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.08 AND 4E.10 AND FIGS. 4E-3 AND 4E-4 AND NCHRP PUBLICATION, "ACCESSIBLE PEDESTRIAN SIGNAL: GUIDE TO BEST PRACTICE". IF NOT MET, THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATIONS UNTIL A DESIGN WAIVER IS OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
- PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
- SIGNAL POLES WITH PUSHBUTTONS MAY HAVE THE FOUNDATION INSTALLED AS PART OF THE CURB OR SIDEWALK AS DIRECTED BY THE ENGINEER.

GENERAL NOTES:

- VIDEO CAMERA LOCATION / ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
- THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE AND CABINET LOCATIONS PRIOR TO INSTALLATION.
- ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE SIGNAL PROJECT, UNLESS NOTED.
- ALL PROPOSED LUMINAIRES SHALL BE SUPPLIED WITH A PHOTOCCELL.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
- THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS SHOULD ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
- ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
- RIGHT-OF-WAY INFORMATION AS SHOWN FROM PLATS 50385,50386,50387.



STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION
MD 214 AT SIX FLAGS AMUSEMENT PARK DRIVEWAY
KETTERING, MARYLAND

DETAIL SHEET

SCALE 1"=10'		ADVERTISED DATE 05/2013		CONTRACT NO. XY1515185	
DESIGNED BY	AMH/E	COUNTY	PRINCE GEORGE'S	LOGMILE	16021407.92
DRAWN BY	JE			TMS NO.	L811
CHECKED BY	JFL			TOD NO.	
F.A.P. NO.					
TS NO. 2361C	DRAWING SG-2	OF 3	SHEET NO. 8	OF 9	